


# AIRPORT NEWS FROM THE LAST FRONTIER

## FAA Airports Division FY-2003 Issue No. 1

### ***Message from the Division Manager, Byron K. Huffman***

Greetings to one and all and welcome to the 2003 edition of the Alaskan Region Airports Division Newsletter. It's hard to believe the federal fiscal year is almost half over already. Due to the Continuing Resolutions, we are getting another late start on grant process, but we are gearing up to get it done as quickly as we can. A lot has happened within the division since last year. We have reorganized the division to reduce management layers and better emphasis on customer focus. We have had a lot of staff turn over as well. Dave Stelling and Barbara Johnson left the division to return to the lower 48. With their departure, I took the opportunity to eliminate the branch concept that had been in affect in the division for years. While it was an effective way of doing business, I felt that in an office our size there was probably a better way to get the job done, enhancing teamwork within the staff and focusing on customer service. Along with eliminating the branches, I installed a deputy division manager position; we conducted a recruiting effort and as you all know, Deb Roth was the successful candidate in getting that position. I couldn't be happier about that selection, Deb is an absolute super star and I am fortunate to have her as my right hand woman. Deb promotion led

to further staff turnover, with Jim Lomen being promoted into her old position, which led to our hiring Leslie Howell away from the Municipality of Anchorage. Another masterstroke for us, we're very pleased to have her on board. Mack Humphery decided he'd had enough of our awesome Alaska climate and he headed for the warmer climes of Hawaii, following in Ron Simpson's footsteps. Mack and his replacement, Maverick Douglas actually traded places as we were able to pick Maverick up from the US Air Force where he was stationed in Hawaii.

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#### The Mission of the Alaska Airports Division is to:

- Provide our customers with guidance and leadership in the planning, development, and operation of the airport system in Alaska.
- Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environment needs.

An internal promotion for Gayle Wagner, our former Division Secretary, led to the opportunity to hire Nathalie Bunton, our last new employee. Nat came to us from Pen air where she worked in their accounting department; she has been an absolutely awesome addition to the team. So, we were finally fully staffed until we got authorization to hire an additional environmental specialist. Leslie Howell making a lateral move recently filled that position; we were then able to hire Katrina Moss from Anchorage International Airport. Now that we are fully staffed, we are excited to have a stable workforce to support customer needs.

So where do we go from here? It is our intention to continue providing the airports in Alaska with the most outstanding customer service we possibly can. My staff and I are committed to each and every sponsor to do all we can to ensure that your aviation development needs are met. We are continuing our dialogue with TSA to see where and how we can help them in meeting their security needs at airports around the state. We are working with the new State of Alaska Department of Transportation and Public Facilities (ADOT&PF) commissioner and his staff to proceed forward in the same vein with our single largest sponsor. We are exploring innovative ways of doing business wherever possible. We are looking to expand the use of GIS data in preparing Airport Layout Plans, and you'll see an article about that technology in this edition. We've been able, with the state's prompting to get favorable interpretation from Washington to allow the state to pool their non-primary entitlement funds so they can better use these funds throughout the state. We're eagerly awaiting further word from headquarters about the AIP reauthorization legislation

and we'll get that information out as soon as we have it available. Finally, we're really excited about our upcoming Airports Conference in May. We are partnering with state DOT and UAA to deliver two information packed days of seminars on a host of issues relevant to our business. The agenda should be out and we hope many of you will be able to attend.

So, here's to a successful year in building airports in the "Last Frontier". We look forward to working closely with all of our sponsors as we have in the past. Enjoy reading the many interesting articles included in this edition of the newsletter.

## New Faces, New Places within the Airports Division

### Debbie Roth



Debbie has been selected as the Deputy Division Manager since October 2002. Deb was the Division AIP Programmer prior to her selection. Congratulations Deb on your much deserved promotion!



## Gayle Wagner



Gayle Wagner, our former Division Secretary for four years, has been promoted permanently to a developmental Airport Program Specialist position. Congratulations Gayle!

## Nathalie (Nat) Bunton



Let me begin by saying I am so grateful to be one of the newest addition to the Airports Division Staff. I started in mid-December, exactly one month from the birth of my first child, Tamia Yardlee Bunton. It's been nothing but pure joy to have the opportunity to work as the Division Secretary.

To give you a little background, previously I worked for Pen Air for a little over three years. The first year and a half, I lived in

King Salmon, Alaska where I worked as an Air Taxi Dispatcher and for the remainder of my time with Pen Air, I moved to Anchorage where I worked as an Accounts Payable Clerk and now I am part of the FAA, Airports Division Family.

My family consists of my wonderful husband, Michael and our latest addition our first, daughter, Tamia. Oh, I can't forget Prince, our first child (Akita male dog)!

I look forward to working along side the best group of people in the FAA, Airports Division. I will take pride in my position as the Division Secretary and be all that I can be for you and the staff.

**Take care and God Bless!**

## Leslie Howell



Leslie recently joined the FAA Airports Division as an Environmental Specialist. Along with environmental duties, she will also be responsible for Airport Master Planning projects along with other various tasks and projects that will likely migrate to her desk.

Leslie has a Bachelor's and Master's of Science Degrees in Geography. She has a diverse professional background with over 12 years of environmental and community





planning experience. Her background is wide ranging with primary experience in managing and authoring technical sections of multi-discipline environmental documents and serving as an interdisciplinary EIS team member. Environmental experience was gained while working as a Project Environmental Planner for a consulting firm in Boise, Idaho and Juneau, Alaska; she also served as the Planner/Permit Coordinator for a helicopter company in Southeast Alaska and as a Community Planner writing and coordinating grants for rural community improvement projects in Idaho.

### **Maverick Douglas**



Maverick joined the Airports Division in January 2003, as an Airport Certification/Safety Inspector. He recently retired from the United States Air Force and brings a vast amount of international and domestic aviation experience to the FAA Alaskan Region Airport Division Team.

Maverick holds a B.S. in Business Administration, M.S. in Scientific Management and an MBA. His work experience includes 10 years at the headquarters level and 12 years at the field

units. At both of these levels, he worked various projects ranging from airport construction, wildlife management, flight line driving program, airport operations training, exercise planning, flight planning to human resource issues.

Maverick is excited about being part of the FAA and we are glad to have him on our team. AKA, Call sign: Maverick

### **Katrina Moss**



Katrina Moss joined the FAA Airports Division in April 2003 as a Community Planner. She will be the Northern Region Planner - responsible for Airport Master Planning and System Planning projects, along with other various tasks and projects.

Katrina holds a Bachelor of Arts Degree in Geography from Western Washington University and is a registered member of the American Institute of Certified Planners. She comes to FAA from the State DOT&PF where she coordinated the Anchorage Metropolitan Area Transportation Solutions program, developed and coordinated the Ted Stevens Anchorage International Airport capital improvement program and planned for the transportation planning needs of the Kuskokwim River area. Prior



to her time with the State of Alaska, Katrina was an environmental planner for an engineering and environmental consulting firm in Anchorage. Prior to moving to the Alaska, she served as the coordinating assistant for the Kitsap Regional Planning Council in Port Orchard, Washington.

Katrina's family consists of husband Jade and their 6-year old daughter Brenna. Her family loves to fish, hunt, pick berries, hike, ski, skate, sled... most everything that makes Anchorage, and Alaska a wonderful place to live and raise a family.

**The Airports Division is extremely proud and pleased to have such talented and dedicated individuals. Welcome Aboard Deb, Gayle, Nat, Leslie, Maverick and Katrina!**



## 2003 Alaska Airports Conference

The FAA Alaskan Region Airports Division and the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) in cooperation with the University of Alaska Anchorage (UAA) is sponsoring an airports conference on May 21 & 22, 2003. This year conference will be held at the UAA campus.

To register for the conference, please access the following website:  
<http://www.alaska.edu/conferences/2003aac>

**Hope to see you at the conference!**



## AIRPORT IMPROVEMENT PROGRAM (AIP)

### FY-2002 AIP Summary for the Alaskan Region

Category:	Millions
Passenger Entitlement	\$ 38.4
Cargo Entitlement	\$ 11.2
State Apportionment	\$ 30.1
Alaska Supplemental	\$ 21.3
Non Primary	\$ 11.3
Discretionary	\$ 43.3
<b>Total</b>	<b>\$155.5</b>

The \$155.5 million in FY-2002, represents the largest AIP contribution to aviation in Alaska since the beginning of the program.

***For comparison purposes, below illustrates the next three highest years of AIP funding:***

- **FY-2001 at \$150.3**
- **FY-2000 at \$88.3**
- **FY-1998 at \$81.2**

In FY-2002, we executed 62 grants, 24 of which went for development and planning at our primary airports. The larger items of work funded were; security related - 8.47%, snow removal buildings and equipment - 13.12%, relocation of rural airports - 19.11%, and the rehabilitation of existing infrastructure - 17.57%.



## FY-2003 AIP Initial Tally of Alaskan Region funding

Category:	Millions
Passenger Entitlement	\$ 40.4
Cargo Entitlement	\$ 11.6
State Apportionment	\$ 25.6
Alaska Supplemental	\$ 21.3
Non Primary	\$ 24.5
Discretionary	\$?
<b>Total</b>	<b>\$123.4</b>

As of April 22, 2003, the Airports Division had authority to begin programming grants for FY-03. Currently 90 grants are identified for this fiscal year, which will be narrowed down once the Region's discretionary allotment is identified. To have another successful grant year all of us will have to work diligently to process each of these grants in a timely manner. Part of accomplishing this effort is the close out of grants that are four years old or older.

In addition to the grant activity occupying all of our time we are also working to develop the Airport Capital Improvement Plan (ACIP) for 2004 through 2006. The ACIP needs to be completed for the Alaskan Region by June 1, 2003, for submittal to our Headquarters office.

Times a wasting so get those grant applications in for 2003, close out those old grants and make sure our Airport Planners know your development and planning needs for 2004 through 2006.

(An additional \$1.8 million was provided from a special Department of Defense allotment to address security needs.)



## Closeouts

The fiscal year 2002 closeout program came to a close with completing 33 closeouts for projects 1998 and older plus an additional 19 projects 1999 and sooner. We recovered over \$2.9 million dollars in funds, which assisted in meeting upward adjustments to 19 projects.

As always we appreciate the support we have received from our sponsors and ask for your continuing support to achieve our annual project closeout objectives. We are in our third quarter and need the closeouts to come in on a regular basis so we can stay ahead of the approaching year-end. This year the National Goal has been set to close out 95% of grants issued for FY-99 and prior years. This is 5% higher than the previous years.

The FAA Alaskan Region closeout requirements are outlined in our Airport Sponsor's Guide in Chapter 5 and Appendix 5-A. The Airport Sponsor's Guide can be found on our website at <http://www.faa.gov/arp/aal>

***For more information on closeouts, please contact Janet Victory at (907) 271-5202.***



*Airport Master  
Record*



When submitting information to update a 5010 (Airport Master Record) record please keep in mind the element that you are working with may link to other information on the 5010. For example if you are working in the Obstruction Data area (elements 50-58) and item #52 (CTLG OBSTN) has an entry, then data must be entered in 54, 55, 56, and 57. If item 57 shows a 50:1 approach ratio, then no entry is required in 52, 54, 55, 56, and 57. It can get confusing, but there is a manual available that follows each element on the 5010, which is very helpful. Another example when submitting information to lengthen or shorten a runway the manual will inform you that you also need to know which end was shorten/lengthened and by how much. The manual states any length change will require re-evaluation of the obstruction data for the runway end affected. Then you will know you need to look at those elements and update if needed. It helps us if you use the manual as a guide as it will save us time in searching for the missing information needed to process the action. The less time we spend getting the missing information the sooner we can get the information updated into the system and make the deadlines for the Alaska Supplement.

***For more information on the Data Elements Manual, please contact Janet Victory at (907) 271-5202.***



### **Electronic Filing of Airport Financial Reports**

The FAA Headquarters Airports Compliance Division announced in the

beginning of the year the activation of the Financial Reporting database. This Web-enabled database allows sponsors to electronically file their airport financial reports – FAA Forms 5100-126 and 127 – over the Internet.

This new database fully automates the Airport Financial Reporting Program. Not only will it allow airport sponsors to file financial reports, but it will also permit airport sponsors to amend previous year reports and request extensions of time to file new reports. This eliminates the time consuming process of writing letters for both the sponsor and FAA. It will also eliminate the manual input of financial information that is currently performed by Airport Compliance, AAS-400, and allow FAA field and regional offices to generate reminder and notification letters at the push of a button. Change 2 to Advisory Circular 150-5100/19, "A Guide to Filing Airport Financial Reports," can be obtained on the Internet at:

<http://www.faa.gov/arp/compliance/index.cfm?ARPnav=comply>, under the heading "Airport Financial Reports".

For security and data integrity purposes, each sponsor will be required to register on-line before electronically filing their airport financial reports. The database is available to the general public for viewing airport financial reports. The general public can view reports without registering.

***If you experience any problems with the database you should contact the Airport Financial Reporting Program Help Desk at (202) 267-3446.***





## Airport Geographic Information System (GIS)

Two important, federally funded initiatives have been implemented that have the potential to significantly advance the state of spatial data and technologies used for air transportation.

### **1. FAA Electronic Airport Layout Plan (eALP)**

The FAA requires all airports that receive federal funding to have an approved Airport Layout Plan (ALP). These ALP's serve as an airport base map that and are used for planning and identification of eligible development projects. Over time, ALP's have become popular for a variety of other purposes as well. However, AC 5300-13 Change 7 Airport Design, Appendix 15 Transfer of Electronic Data does not support modern spatial technology. As a result most airport sponsors submit ALP's in paper format.

FAA Headquarters sees benefit in converting ALP's from a paper based to an electronic format. Such a strategy has the potential to create a rich national data set of airport features that can be used by other FAA Divisions as well as airport sponsors and other key stakeholders. To accomplish this goal, FAA Headquarters initiated in November 2002 named eALP, which will design, build and implement a national ALP repository as well as procedures and tools for airports sponsors to submit and analyze data, and extract useful information. The early phases of this eALP program have focused on identifying relevant data elements, requirements for these elements, and relationships between them.

### **2. Geospatial One-Stop Air Model Advisory Team**

The Office of Management and Budget, under the auspices of the eGovernment initiative, has launched the Geospatial One-Stop Portal Initiative. The underlying goal of this widespread effort is to develop data exchange standards and web services to provide a central portal for all spatial data and related metadata created and/or used by various braches of the government.

#### **Rationale for Coordination**

With two groups of aviation professionals setting out during the same period of time to identify data and data relationships relevant to air transportation, it is not surprising that their results were very similar. Because the two groups are made up of different individuals and will use their results in slightly different ways, it is also not surprising that there are some minor differences.

Working out these differences so that that the data model developed by the AirMAT to foster the exchange of aviation related data, and the data model FAA will use to develop the eALP program has significant benefit. Some of the most critical benefits are listed below.

The people who create spatial data for aviation namely NOAA/NGS, airports division, airport owners, consultants and private sector data providers will be better able to supply data to the FAA and via the Geospatial One-Stop if the data is organized based on a common standard.

- Private industry is more apt to develop solutions that make use of and build upon the eALP and AirMAT





models if they are consistent.

- Should the FAA require data from airports throughout the nation based on a consistent standard, and then a broad, rich set of airport data will very quickly become available to other potential users via the Geospatial One-Stop.
- The AirMAT committee includes members from the FAA, airport owners and managers, the National Imagery and Mapping Agency (NIMA), the CADD/GIS Technology Center, AAAE GIS Standards Subcommittee and private industry. The eALP project team includes members from several divisions of the FAA, NOAA/NGS and contractors with private industry and airport experience. Together these groups of professionals offer broader expertise than any either group does alone.

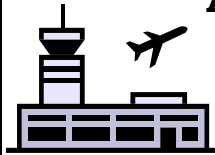
## Coordination Activities

With these efforts, it is foreseeable that both modeling efforts will effectively become one while at the same time each satisfying their respective project objectives. In the end this merger, will not only help the end user and data provider communities but it will foster greater success for each of these important initiatives.

A draft Appendix 15, Transfer of Electronic Data will be released by spring, 2003. Be on the lookout for this document and please help by offering your comments for this new data transfer standard eALP appendix.

***For more information, please contact  
Matt Freeman at (907) 271-5455.***

## **Assessment of Impacts Associated with Material Sites**



More and more scoping comments from resource and regulatory agencies highlight the need for material site identification and impact assessment. At rural airports where there is no commercial site available, airport development often triggers the requirement to develop a new material site. This situation clearly falls within the Counsel on Environmental Quality's (CEQ) definition of a connected action. CEQ 1508.25 (a) defines connected actions as: actions that (1) automatically trigger other actions, (2) cannot or will not proceed unless other actions are taken, and (3) are interdependent parts of a larger action.

Therefore for rural airports when a commercial material site is not available that is capable of supplying both the quantity and quality of material required for an FAA funded airport development project, the environmental document should address material sites. This includes assessment, of impacts and environmental permits and clearances associated with one or more material sites. Compliance with local, state and federal regulations and executive orders must be addressed and documented in the environmental document. Efforts to avoid and minimize material site impacts must be documented just as is required for airport development project itself.

Given the contracting issues associated with designation of a material site, the intent



is not to require material sites be designated but rather that material sites which have all required environmental clearances be made available for use by the contractor. The construction contract documents and pre-construction communication must address the potential for contractor supplied material sites --- making it clear that the contractor must obtain all environmental clearances prior to commencing construction. The construction contract documents must inform the contractor that additional survey work may be required to obtain environmental permits and clearances including but not limited to archeological and other cultural resource surveys, meeting the Secretary of Interior's Standards and National Register Guidelines, and wetlands delineations meeting the Corps of Engineers 1987 Wetlands Delineation manual requirements. The pre-construction conference and initial correspondence should advise the contractor of the time frames associated with additional survey work and documentation to obtain all required environmental clearances.

Further wildlife hazard attractants must be considered when locating material sites. Deep excavations resulting ponded water and site reclamation can become wildlife attractants, which are not compatible with safe airport operations.

***For more information, please contact Patti Sullivan at (907) 271-5454.***



## Y-K DELTA STUDY

The State of Alaska Department of Transportation and Public Facilities recently initiated a study to evaluate current construction practices and cost effective engineering approaches for the Yukon-Kuskokwim (Y-K) Delta region. Constructing a general aviation airport in this region often takes years to complete due to the lack of quality embankment material available. These airports are normally built as phased projects with the first phase involving constructing an embankment made of locally available ice rich silts. The embankment is allowed to drain, consolidate and gain strength over several years before the final placement of imported material and installation of runway and taxiway lighting systems. It can take 5-10 years to complete a project and often costs over \$10 million dollars due to the phasing and imported materials costs.

### ***This study will look at the following:***

1. History of rural airport construction techniques, equipment usage, governmental coordination, environmental commitments, material costs, royalties, maintenance costs, customer satisfaction in the Y-K Delta.
2. Review of geotechnical information for representative airports in the region.
3. Review of design and construction techniques at airports in the region.
4. Identify material source availability, mobilization issues and material processing costs along with a description of risks taken by contractors.
5. Evaluate alternative design/construction



methodologies for innovative materials (i.e. geotextiles, clearing and grubbing, foam board, sub base materials, seasonal construction, de watering techniques, alternative lightweight fill materials).

6. Recommendations for improvements to existing design/construction techniques, new processes and demonstration projects.

The purpose of this study is to review past design and construction practices and recommend improvements. With over 50 airports in the Y-K region in need of upgrading/basic improvements, a regional overview will be beneficial.

*For more information, please contact Pat Oien at (907) 271-5445 or John Lovett at (907) 271-5446.*

## Web Sites Information

**The new web address of the Alaskan Region Airports Division is:**  
<http://www.faa.gov/arp/aal/>

### **Environmental Resources**

Wetland Maps available at different locations in Alaska (AutoCAD format).  
<http://www.alaska.faa.gov/fnrc/>

### **Airport References**

Advisory Circulars, Orders, forms and more at:  
<http://www.faa.gov/arp/publications/index.cfm?ARPnav=pubs>

**5010 Airport Master Records**  
<http://www.gcr1.com/>

**Online Digital Special Collections**  
<http://dotlibrary.specialcollection.net/>

### **Law and Initiatives**

U.S. House of Representative, Committee on Transportation & Infrastructure  
<http://www.house.gov/transportation/>

**Vision: 2020 Alaska Statewide Transportation Plan**  
<http://www.ntl.bts.gov/DOCS/VAS.html>

**Alaska Legal Resource Center**  
<http://touchngo.com/lglcntr/>

**AFS-420 Policies page**  
<http://av-info.faa.gov/terps/Policies%20Page.htm>

### **Others**

**Rural Transportation Programs**  
<http://ntl.bts.gov/ruraltransport/toolbox/index.html>

**AIRPORT NEWS FROM THE LAST FRONTIER** is the newsletter of the FAA, Alaskan Region, Airports Division. The newsletter is mailed to airport managers, sponsors, consultants, state aviation directors, and FAA regional offices. The newsletter can also be viewed on our new website address:  
<http://www.faa.gov/arp/aal>

If you have any questions or want to submit newsletter article contact Annie Aquino-Bernaldo, AAL-602, at (907) 271-5459. If you want your name added to the mailing list, please contact Nat Bunton at (907) 271-5438 or Gayle Wagner at (907) 271-3813.





**FEDERAL AVIATION  
ADMINISTRATION  
AIRPORTS DIVISION, AAL-600  
222 W. 7<sup>TH</sup> AVE #14  
ANCHORAGE, AK 99513**

**TO:**





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